

COACH AND BUS

The PSV Industry's News Weekly

WEEK

ISSUE 128 AUGUST 6 1994



MAINLINE BREAKS INTO IPSWICH

First regional unit set up as Stagecoach deal accepted



FOR WMT READ WM BUSES

Local branding prelude to possible 1995 flotationPage 6

INDUSTRY WILL UNITE IN LEEDS

Marksman previews first Coach Industry Awards venuePages 22-24



JOHNSONS GROWS IN ITS 83rd YEAR

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VOTING for the first Coach Industry Awards has exceeded all our expectations. The enthusiastic response has justified the Coach Tourism Council's unqualified support and encouraged more sponsors to lend their names to the award categories. With any pioneering event there is always a risk that those dedicated to the success of a good idea battle against a tide of doubt and cynicism. But this is not so with the awards.

Throughout July entries flooded into the *Coach and Bus Week* office and, although the deadline for submissions has passed, there is still scope for further nominations.

Our judges panel will have representatives from *Coach and Bus Week*, Coach Tourism Council and respected independent advisers. It will meet at the end of August, so you have a useful extension if you still want to influence the results.

Response from all sectors of the industry has been outstanding. This positive reaction confirms our belief that the coach industry is ready to celebrate its successes.

If there are people taking a negative view they are keeping a very low profile.

'The first steps towards an evening to remember have boosted our determination to make these Awards work. Our sincere hope is that some of the excitement will penetrate the hearts and minds of the public at large and their elected representatives. If we are influential in taking some of the first steps to giving the industry a good press we shall be very satisfied'

Perhaps they are waiting for the next, and most important, stage in the build up to the presentations on 3 December at the Queens Hotel, Leeds.

Our judges have a particularly onerous task. It is clear already that competition for every category is extremely keen, so there will be many disappointed as only the deserving few are selected to take the accolades of the industry.

We have taken great care to get the criteria as tight as possible because these debut Awards must retain the highest credibility. This year's event is guaranteed to be an enjoyable and memorable night. The winners will step into the spotlights as the industry basks in its well-deserved glory.

The first steps towards an evening to remember have boosted our determination to make these Awards work. Our sincere hope is that some of the excitement will penetrate the hearts and minds of the public at large and their elected representatives. If we are influential in taking some of the first steps to giving the industry a good press we shall be very satisfied.

Excellence and quality of service or product are paramount. But your votes are our guide. If *Coach and Bus Week* readers don't rate your business or your products, who are we to disagree?

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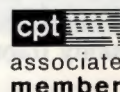
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COACH AND BUS WEEK ENDING 6 AUGUST 1994

■ **Birmingham-based WMT** is rebranding its fleet, with local identities to encourage staff pride and bring the operations closer to its passengers. Page 6

■ **Stagecoach has given** undertakings to the Office of Fair Trading and the Department of Trade and Industry to remedy the adverse effects on competition caused by its behaviour in two separate incidents on the south coast. Page 7

■ **Johnsons Coaches** of Henley in Arden has taken delivery of its first new full-size coach since 1956, bringing the fleet size of the family firm up to 30 from just nine coaches seven years ago. And the new vehicle is fitted with seatbelts throughout. Page 8

■ **Hull's bus war** has come to a virtual end with the introduction of a jointly agreed city network by former protagonists Kingston upon Hull City Transport and East Yorkshire Motor Services. Page 9

■ **The launch of the revamped** ferry terminal in Dieppe is set to reduce journey time by 25 minutes. On Tour News, page 10

COACH AND BUS EVENTS

● **September 12-16:** PTRC annual conference, renamed 22nd European Transport Forum, University of Warwick. Details from Zofia Duszynska, PTRC, on 081 741 1516

● **September 24:** Celebration of 40 years of the Routemaster bus. The RMOOA, in conjunction with the London Transport Museum, has organised several activities. Details available by sending an SAE to Andrew Morgan, Secretary, Routemaster Operators & Owners Association, PO Box 582, Harrow, Middlesex, HA1 4BG.

● **October 20-22:** Expo Coach 94, Telford Exhibition Centre, Shropshire. Details from Apple Associates on 0768 892248.

● **October 26-31:** Autobus RAI, Maastricht Exhibition and Congress Centre - international meeting place for coach and bus industry people. Details from Amsterdam RAI, Project Management Department, Autobus RAI 94 Maastricht, PO Box 77777, 1070 MS Amsterdam, tel + 31 (0)20 549 1212

● **October 30-November 1:** Institute of Road Transport Engineers (IRTE) 50th Anniversary International Conference, TECON International '94 - Living with Technology, London. Details from Peter Edmonds on 071 589 3744

● **November 3 & 4:** The Community Transport Show 1994, Norbreck Castle Hotel, Blackpool, 9.30am to 7.30pm. Details from Community Transport Association on 061 351 147

Why the High Court ruled against BUSK

By Marksman

THE High Court has rejected claims made by Pat Harris, secretary of Belt Up School Kids (BUSK) that Gwent County Council had not fulfilled its statutory duty to transport her children to school in safety.

Mrs Harris' claim was based on the refusal of the local authority to provide seatbelts on the vehicle used to transport her two young children to school; to provide one-for-one seating; and to give drivers adequate training to safely transport young children.

Reviewing the evidence Mr Justice MacPherson observed BUSK had performed a useful task in forming public opinion about seatbelts in school buses.

There was, therefore, demand from many people for the law to be updated. Nevertheless, it appeared likely that seatbelts would have made no difference in the school minibus accident on the M40.

Mrs Harris' campaign was to be admired, it was splendid that a person could raise the public interest in a matter of this nature. But there was no evidence of a breach of the law by Gwent County Council in this case.

Justice MacPherson said he had considered the documents and expert testimony from both sides. The experts were not universally agreed on the benefits of seatbelts on coaches and minibuses - nor were members of the public. It was not universally accepted that every minibus should have seatbelts.

Development of ideas was fluid. The situation might change quicker rather than slowly as a result of actions by people like Mrs Harris. The judge said he did not believe Gwent County Council had ignored the duty to be reasonably safe. This did not mean every step

has to be taken which a body of people may think would make a child safer. There may well be a phasing in of safety standards.

But he believed Gwent County Council had not turned its back on its duty and had acted like hundreds of other local authorities.

To avoid the risk of walking to school Gwent County Council had encouraged the use of coaches and minibuses, which the statistics showed to be safer than travel by car, which in turn was safer than walking.

There was, therefore, no evidence Gwent safety standards were below the norm.



Children 'safe without seatbelts'

No evidence has been given that Gwent County Council has acted less than properly in driver training.

The court had to look at this case in relation to other practice, Government recommendations, and the law.

It was accepted that the absence of a law requiring seatbelt fitment did not mean that the matter could be ignored in complying with safety, but Gwent claimed to provide safe transport and considered this could be done without seatbelts.

It had discussed this in depth in various committees,

consulted with the minister, considered Mrs Harris' complaint and had concluded it was not acting unlawfully in providing transport without seatbelts.

It could not be said they erred in law. They have, and do, accept responsibility for the financial consequences (the cost of seat belt fitment could cause the Council to only provide free transport to pupils living beyond the limits in the Education Act - thus exposing some children to the greater risk of accident when walking to school, or being conveyed by car), and the general situation throughout the country. As a result they do not consider it necessary for them to act

unilaterally on the fitment of seatbelts.

Even less can it be said they have been perverse as there are thousands of vehicles of this standard transporting children and it can not be right to anticipate what may be appropriate in months or years to come.

If Gwent was acting irrationally, so were all other local authorities, and the Department of Transport would be irrational in not bringing forward law to require the fitment of belts.

The applicant did not approach the necessary standard of proof and had not established that Gwent County Council acted irrationally or perversely. It cannot, therefore, be bought to book by the High Court.

The judge said: "I am unable to declare that in adopting their policy of October 1993 Gwent County Council had acted unlawfully. It may be that the publicity and this litigation may assist in swaying public and Parliamentary views."

He dismissed the application and refused to grant leave to appeal. He also made a technical award of costs to Gwent County Council.

■ BUS

Employees vote for Stagecoach

EMPLOYEES of Mainline Group have voted in favour of accepting the Stagecoach Group share offer for 20 per cent of the group's share capital which would make Mainline an associate company (*Coach and Bus Week*, 9 July).

The offer, which swells Mainline's value to around £4.5 million, was not accepted overwhelmingly, with only 70 per cent turning out to vote, and 83 per cent of these accepting the offer.

Individual shareholdings will not be affected by the deal, which sees Mainline issuing an additional 1.5 million shares, of which 1.1 million will be exchanged for 500,000 new Stagecoach shares, with a market value of around £900,000.

Welcoming the ballot result, chairman and chief executive Peter Sephton called it "tremendous news for everyone."

■ BUS

Bus wars loom for municipal operators

By Andrew Jarosz

MAINLINE Group of Sheffield plans to set up stand-alone units in various parts of the country to compete with municipal operators which may be constrained from retaliating in South Yorkshire.

Plans, laid before the advent of the Stagecoach deal, are already far advanced for a 10-vehicle unit in Ipswich.

Mainline spokesman Steve Arnold confirmed the group was applying for an O-licence and 10 brand new buses would be operated.

He refused to comment on suggestions that 10 Volvo B6s would be based and serviced at the local Volvo truck dealer.

The company is believed to be targeting at least three

areas where it believes it can establish "high quality and low cost" units.

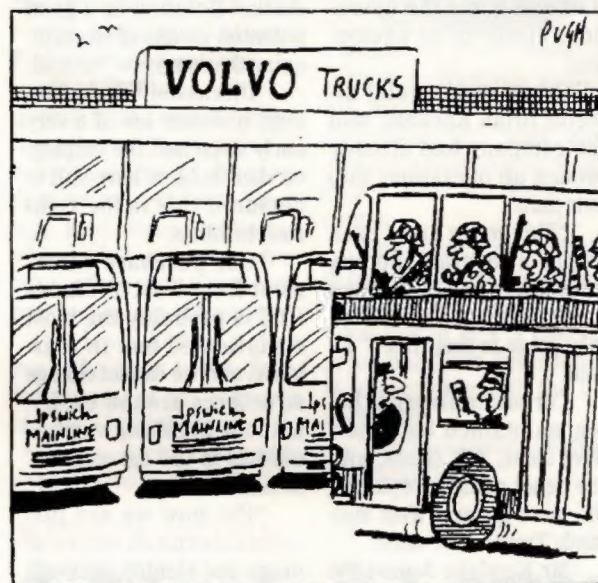
Ipswich Buses managing director Barry Moore expressed surprise at the pro-

posals: "We are working very hard to improve the image and effectiveness of public transport in partnership with the local authorities and wherever Mainline goes they will also compete with East-ern Counties."

"We have a competition agreement with staff, who are already in place, and we have team-thinking staff who will be keen to respond to any loss of revenue."

Mr Moore commented on the irony of suggestions that vehicles would be backed up by the local Volvo dealer. "We have just placed an order for our first ever Volvo buses and it comes as rather a shock that they may be backing our opposition."

"We shall certainly be reviewing our order for five Olympians as a matter of urgency," he added.



COACH AND BUS WEEK

COACH INDUSTRY AWARDS

1994

IN ASSOCIATION WITH THE COACH TOURISM COUNCIL

■ COACH

Granada support

COACH Industry Awards entries continue to flood into the *Coach and Bus Week* office.

Although the 31 July deadline has passed, late entries will be considered, though readers are advised to hurry because the judges will start their deliberations before the end of August.

Preparations for the inaugural event are well advanced and sponsorship discussions are reaching agreement.

The latest deal gives Granada Studio Tours owner, Granada Theme Parks and Hotels Ltd, the Best Marketing Campaign by a Coach Operator category.

● This week Marksman On Tour visits the venue for the *Coach and Bus Week*/Coach Tourism Council first Coach Industry Awards. His guided tour of Leeds demonstrates the pulling power of the city and its environs as a coach tourism destination - see pages 22-24. **CBW**

■ BUS

Darlington ups pace

DARLINGTON Transport may buy buses to retaliate against United Automobile (*Coach and Bus Week*, 30 July).

The Darlington Borough Council-owned firm will be adding at least 15 routes in the town and attacking more lucrative routes in the Durham or Bishop Auckland areas.

United managing direc-

tor Mike Widmer said losses of £8,000 per month were being sustained solely on the current town network, and the rest of the services were operating healthily.

He added: "United is attempting to provide reassurance to passengers that it will continue to run these services and hopefully attract customers previously loyal to DCT."



Reinforcements on way to DTC

■ COACH AND BUS

Mercedes über alles

MERCEDES-Benz is to take over Kässbohrer's coach and bus building business at the beginning of 1995 (*Coach and Bus Week*, 7 May). The company will continue as an independent, but wholly-owned subsidiary of Mercedes-Benz/Daimler-Benz.

Distribution and service arrangements will remain as before, and the Setra name will be retained as a dual trademark strategy.

Citybus production will cease except for vehicles built for the French market at Ligny. The Mercedes facility at Mannheim will be transferred to the new company, and will be the centre of production for all coach and bus body shells except the Kässbohrer double-decker. All coach assembly, including the Mercedes 0404, will be concentrated on the Kässbohrer plant at Neu-Ulm.

■ **TRENT** Buses has won an award for customer service in the 1994 Customer First Awards. The company was selected in the category for companies with an annual turnover of between £10 and £40 million. The judges were particularly impressed with Trent's Rainbow Route where drivers are singled out to work regularly to develop a rapport with passengers. Researchers disguised themselves as customers to try out the routes. The awards were sponsored by the *Daily Telegraph* and First Direct.

■ **MAINLINE** of Sheffield is giving away hundreds of pounds in an August payout aimed at encouraging 11 to 15 year olds to carry 'proof of age' passes. 'Mainline Mystery Persons' are travelling on buses throughout South Yorkshire and will make immediate cash payments of £5 to youngsters who can produce their pass and answer a simple question. The move follows complaints from passengers over the application of the pass rule to youngsters paying reduced fares and is intended to encourage widespread take up of the scheme.

■ **MAJOR** changes to Shropshire Bus services in Telford, Newport, Market Drayton, Whitchurch and Ellesmere follow retendering. They include new travel opportunities, improvements to existing services and the provision of newer buses better suited to the needs of elderly and disabled passengers. Shropshire County Council said the improvements were made by revising services to make them more efficient to operate and combining contracts into larger packages with an extension of their commercial length of five years.

■ **PORTSMOUTH**-based Red and Blue Admiral is installing video equipment to cut assaults on drivers. The £9,000 trial is jointly funded by the city council and will record constantly while the bus is in service. Video evidence can be presented in court and it is hoped the scheme will encourage more people to travel in the evening.

■ **BUDAPEST** public transport company BKV has ordered 170 new DAF-engined Ikarus buses. DAF LT 195 L engines will be supplied to Ikarus by DAF Components. The order also includes the supply of 28 horizontal DAF LT 160 L engines and will bring the number of DAF-powered buses in the BKV fleet to over 22

■ BUS

Identity to be proud of

By Andrew Jarosz

WEST Midlands Travel is rebranding its fleet, with local identities to encourage staff and bring the operations closer to its passengers.

Group commercial director Brian Kerslake said the company had already broken up operations into four units.

"This move gives each garage a separate identity for its buses and encourages the drivers and engineers to take pride in their fleet," he said.

Corporate livery is being maintained but a new fleet name, WM Buses, with the depot name is replacing the more general West Midlands Travel fleet name.

Mr Kerslake denied the move was being made as a prelude to a wider company reorganisation, with WMT

becoming a holding company.

"We have already announced that we are seriously considering a 1995 stock market flotation as a good potential means of strengthening the company," he said.

"Discussions and planning, however, are at a very early stage and the employee shareholders have still to decide if this is the right road to follow.

"Our purchase agreement from West Midlands PTE is probably the most complicated one in existence, and we cannot change structures around easily, without breaking various clauses in the agreement," he added.

"For now we are just concentrating on our local image and identity, although we are developing more ambitious plans for the longer term."



Ambitious plans start with new local image

■ COACH AND BUS

...and a change of address

EMPLOYEE-owned West Midlands Travel has moved its company headquarters from Summer Lane to new freehold offices at St Andrews House in St Pauls Square, Birmingham.

Premises at Summer Lane had been shared with the West Midlands Passenger Transport Executive (Centro), and it was thought this caused identity problems, particularly with competitors who believed the two organisations were 'working together'.

WMT group executive chairman Don Colston said the company was entitled to five floors of the nine-floor building but had already decentralised most of its support services to the garages. "We were only using one floor and the new building is much smaller and only houses about 25 headquarters staff."

Centro has purchased WMT's share of the building for nearly £1million, which has enabled WMT to purchase St Andrew's House.

■ COACH AND BUS

British Bus buys Derby City Transport

COMPLETION is expected this week of British Bus plc's purchase of the Derby City Transport Group, after a near 100 per cent acceptance of the offer by DCT shareholders. An extraordinary meeting on Monday heard that nearly all shareholders had accepted the offer (*Coach and Bus Week*, 5 July).

British Bus had already acquired a 25 per cent stake in the company with the Luton & District business, but a 90

per cent acceptance from shareholders was required for the deal to go through.

The offer was of £3.30 for each of the three million plus £1 shares, which were last traded within the company at £1.80. This puts a value on DCT of over £10 million, after a successful financial year during which the company restructured its balance sheet and brought its accumulated profit and

loss account into credit.

Derby was the first former municipal bus operator to be sold on the open market, in 1989, and went to its workforce for nearly £4 million, despite there being a bid from the erstwhile DCT management. With dividend payments, the deal cost staff £4.2 million, and financial assistance in return for equity was obtained from Luton & District.



Six new Darts replace deckers

■ BUS

...as new Darts arrive

BLUE Buses of Derby, which is part of the Derby City Transport Group, has purchased its first new buses for five years with the arrival of six new East Lances-bodied Dennis Darts.

They have replaced double deckers on the routes to Oakwood, triggering a cascade of newer vehicles to the Camms subsidiary fleet.

The 9.8-metre Darts feature a split entrance step and 40 seats with room for 16

standees. They are considered large enough to cope with peak loadings on the nominated routes.

Derby managing director Bob Hind said they had seriously considered refurbishing and rebodilying older double deckers as single deckers: "We felt, on balance, that new buses would work out slightly cheaper in the long run because it is impossible to say how long a refurbished vehicle would last."

CBW

COACH AND BUS

Stagecoach must be monitored...

UNDERTAKINGS have been given by Stagecoach to the Office of Fair Trading and the Department of Trade and Industry to remedy the adverse effects on competition caused by its behaviour in two separate incidents on the south coast.

The DTI decided in December 1990 that Stagecoach's acquisition of Hastings & District parent company Formia Ltd might be expected to operate against the public interest.

In June 1993, the Monopolies and Mergers commission published a report showing that Stagecoach had acted anti-competitively by operating local bus ser-

By Richard Simpson

vices at uneconomic fares against Easy Rider Mini-coaches in Bognor Regis. This had led to Easy Rider's withdrawal and a decline in service and increase in fares.

In Hastings, Stagecoach has undertaken to:

- Every six months make financial information on the performance of its Hastings Buses division available to the director general of fair trading Sir Bryan Carsberg (pictured)

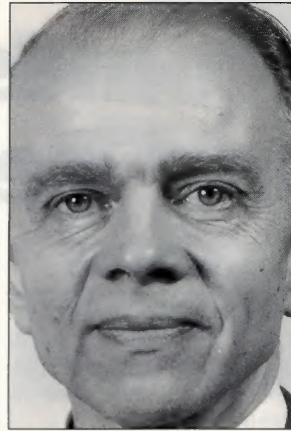
- Report the mileage operated by Hastings Buses to the director general and East Sussex County Council

- Report any changes made to its local bus services and fares and the percentage of local services operated to the director general, the council and the National Federation of Bus Users.

Stagecoach is also required with certain exceptions to maintain reduced fares or increased frequencies on any route in Hastings, Eastbourne and Rother where it has undercut a competitor for a year if that competitor goes out of business.

At least 30 days notice has to be given to the director general of any takeover of a local bus business.

Stagecoach is also prevented from registering



commercially any tendered service in Hastings or Bexhill which has been won by a competitor, and constraints are placed on Stagecoach bids for tendered routes.

The council can ask the director general to obtain details of revenue and cost estimates to assess that the price has been determined in accordance with the undertaking.

The undertakings expire on 30 April, 1996.

■ **TOLLS** on the Severn Bridge are not responsible for Gloucester's growing congestion, a Department of Transport report concluded. Existing Severn Crossing - Traffic Diversion Study investigated whether traffic build up on local roads was due to drivers avoiding tolls. Outgoing minister for roads and traffic Robert Key said an average of 2,700 extra vehicles travelled west through Gloucester but only 1,500 could be positively identified as avoiding tolls. This was evenly spread between the M50 and three other main routes and amounted to one vehicle every seven or eight minutes.

■ **A VERDICT** of accidental death has been returned on a 24-year-old man who was run over by a bus in Brighton. The inquest was told that Richard Williamson had run after the Brighton & Hove bus after it had failed to stop and was caught up by a wheel. The inquest heard drug traces were found in his blood.

■ **SUFFOLK** County Council will not require the fitting of seatbelts on coaches for school contracts this year. Owing to an error, the council seatbelt survey (*Coach and Bus Week*, July 23) gave the impression they were to be fitted. Lincolnshire County Council's current policy is that all vehicles up to eight seats must be fitted with seatbelts or appropriate restraints and from September all contract vehicles up to 16 seats must be fitted with belts.

■ **PUBLIC** transport in Cardiff needs an extra £170 million to cope with the expanding developments. A South Glamorgan Council study concluded there must be a switch to public transport to cope with increasing demand due to the Cardiff Bay development and other projects in the area over the next 10 to 15 years. It wants to increase peak-time outbound journeys by public transport from 40 to 56 per cent.

■ **BARNESLEY**-based Majestic Coaches has been fined for using a vehicle without an O-lisence. The firm was fined £300 by Wakefield Magistrates and ordered to pay £35 towards prosecution costs.

...and subsidiary gives undertakings

IN the Easy Rider case, Stagecoach subsidiary Sussex Coastline Buses has undertaken to increase prices charged on 17 March 1993 by no more than the increase in the Retail Price Index except if VAT is imposed or fuel duty increased.

It will maintain services at the same level.

Timetables are to be lodged with West Sussex

County Council, the Bognor Regis Tourist Office, the National Federation of Bus Users and the director general of fair trading.

The director general will also receive management accounts and particulars of on-bus revenue on the routes and costings for the services.

The undertakings end on 17 March 1995.

COACH AND BUS

Call to abolish MMC

THE Consumers Association has called for the abolition of the Monopolies and Mergers Commission, saying it is outdated and favours big business. The CA wants a single authority, such as the Office of Fair Trading, to be given power to conduct open, pro-active investigations including the right to "carry out dawn raids, sequester documents

and make use of other investigative powers."

Stephen Locke, the CA's director of policy, said: "The UK is now a soft touch when it comes to abuses of market power and anti-competitive deals."

He alleged companies could misbehave with little fear of being caught and none of being required to compensate consumers.

COACH AND BUS

Shareholders agree to the Busways sale

BUSWAYS Travel shareholders have overwhelmingly agreed to the sale of their company to Stagecoach and, subject to the £27.5 million offer being declared unconditional, completion is expected by the end of this week.

At an Extraordinary General Meeting of Busways Travel Services last Thursday, 99.65 per cent of votes were cast in favour of the sale. Busways employees will get between £4,700 and £13,800 (depending on length

of service) in either cash, Stagecoach shares, loan notes or whatever mixture of the three they chose.

Nine members of management, who include the company's three executive directors, hold 51 per cent of the shareholding, and stand to earn considerably more out of the deal.

The 'yes vote' was encouraged by a series of 14 roadshows at company depots, canteens and clubs.

CBW



Sale expected by the weekend

COACH

Safety comes first in Johnsons' new Bova

JOHNSONS Coaches of Henley in Arden has taken delivery of its first new full-size coach since 1956, bringing the fleet size of the family firm up to 30 from just nine coaches seven years ago.

And the new Bova Futu-

By Andrew Jarosz

ra FHD, the company's twelfth, has inertia reel seatbelts on every seat. An additional new vehicle is on order for November.

The operator celebrates

its 60th anniversary as a limited company this year, although its origins go back to 1909 when it was founded as a horse and cart carrier.

John Johnson said he and his brother Peter had built up the coaching business since taking over in 1987 by trading as a 'Quality Travel' company and acquiring second-hand Bovas.

"We have bought two minicoaches, but this new executive coach shows the way we plan to go. It is confirmation of the popularity and success of Bovas with our staff and customers," he said.

The company has already disposed of its Bedfords, and has reduced its Ford contingent to four.

The new FHD boasts all the usual executive specification.

A new stylised livery utilises Johnson's traditional colours of brown and white to advertise the extensive range of tours and holidays the company offers.

Johnsons' European tour programme features nearly 140 departures in 1994, and the company expects to operate around 250 group charters and tour company hires during this year.

Regular destinations include Spain, Austria and Italy, although private parties have been as far as Poland. Johnsons also offers British tours and minibreaks to most parts of the country from a wide catchment area south of Birmingham.



New FHD has all usual executive specification

COACH AND BUS

LDV fitting belts to new vehicles

BIRMINGHAM minibus manufacturer LDV is fitting three-point inertia belts to all seats on its 200 and 400 Series vehicles built from August.

The belts are integral to the Isringhausen high-back passenger seats, and the floorpans and chassis of the vehicles have been specially strengthened to conform to ECE Regulation 14, which exerts a 10-G pull loading on each seat and mounting.

The seating capacity of the 200 Series minibus has been reduced from 13 to 12 by deleting two pairs of inward-facing seats at the rear of the vehicle to enable their replacement with three forward-facing belted seats.

THE problem of minibus floors not taking the strain of fitted seatbelts is being investigated by Volkswagen and Manchester Metropolitan Univer-

sity. Owing to the absence of UK legislation, tests are being carried out to find an acceptable safety standard for VW recognised minibus conversions.

SEATBELT manufacturer Securon has released a window sticker for vehicles fitted with passenger seatbelts. The orange stickers read "We've belted up with Securon seatbelts."

Further details from Securon on 0494 434455.



Conversion is for West Riding Stagecoach

COACH

Olympus is first to convert Boxer 320L

THE first minicoach conversion to Peugeot's Boxer 320L high-roof long-wheelbase van has been carried out for Yorkshire operator West Riding Stagecoach by Olympus Coachcraft.

Seating capacity is 14, with lap and diagonal belts on all seats, which in turn are attached via tracking to the vehicle floor in a staggered double and single configuration.

The vehicle uses a naturally-aspirated Peugeot 2.5-litre diesel engine driving the front wheels through a five-speed manual gearbox.

Olympus partner Cyril Butcher said: "We are pleased to be the first to convert the Peugeot Boxer. It is a competitively-priced vehicle which is unusually accessible, with its wide, high sliding door and low saloon floor."

CBW



Peugeot has lap and diagonal belts on all seats

COACH

Sabotage suspected

SABOTAGE is suspected by a Somerset operator, whose coach was found by police to have loose wheelnuts.

Hardings Coaches had a school bus contract terminated because of a police check, but retained his licence at a disciplinary hearing.

Managing director Rodney Harding told Western traffic commissioner Air Vice Marshal Ronald Ashford that an anonymous phone caller had confessed to tampering with the vehicle.

The local paper received a letter and the company secretary a phone call from a man claiming to have loosened the wheelnuts as part of a grudge campaign against a local headmaster.

The tyre was examined at the commission where it was found to have been damaged rather than worn.

Police refused to believe the story, claiming it was a hoax, but Mr Harding said the inquiry decision proves his innocence and his fitness to run coaches.

The firm has gained two new contracts since the inquiry and said it would be appealing against the council decision to take away the schools contract.

However, Somerset County Council said it acted properly by giving him three months notice and had re-let the contract.



■ BUS

Peace breaks out after Hull bus war

HULL'S bus war has come to a virtual end with the introduction of a jointly agreed city network by former protagonists Kingston upon Hull City Transport and East Yorkshire Motor Services.

The agreement (*Coach and Bus Week*, 11 June) has ended much of the competition that continued for nearly two years during which KHCT notched up sizeable losses, and was sold to Stockton-based Cleveland Transit.

Service changes introduced involve a reduction of inter-peak workings, withdrawal of some services and

By Andrew Jarosz

the implementation of co-ordinated timetables on the majority of routes.

Joint timetables on routes into North Hull, Bransholme and Greatfield, as well as on minibus services and the Outer Circle, have been registered and agreements lodged with the Office of Fair Trading.

The fare bargains offered by both companies have been withdrawn, with EYMS' six-journey Magic Card now being doubled in price to £2. Both companies

are expecting vehicle savings, with KHCT already taking out 15 double deckers, but no staff have been made redundant by either company. A second phase of the changes will be introduced at the beginning of September to co-ordinate the remainder of services and link workings with school contracts.

Both operators are losing school contract work in the new term as they have been unable to bid the marginal prices which were based on competing vehicles operated during inter-peak



Joint routes are now co-ordinated

periods. EYMS plans to reduce its fleet at this end of the month when school work ends but has added two more Routemasters to its crew-operated services.

KHCT has started change giving on three routes to Orchard Park and plans a wholesale conversion from fareboxes in September. The city coun-

cil-owned bus station has also had a departure stand revision to group common services together.

KHCT director Steven Warnock-Smith claimed his company had moved very quickly to institute changes. "In effect, we're putting right what should have been right in the first place," he said.

■ Diary - see page 14

■ BUS

Second prize

DAVID Whyatt's Glossopdale Bus company has won second prize in the *SHE* magazine Small Business of the Year competition (*Coach and Bus Week*, 30 July).

Judge and *SHE* editor Linda Kelsey said: "We were impressed not only by David's proven success and mastering of business skills but also by his clear commitment to providing a service to the community."

Founded in 1991, Mr Wyatt's fleet now serves Glossop, Stockport, Ashton-under-Lyne and Tameside Hospital.

The award was open to small firms which had been trading for less than three years. The judging panel consisted of *SHE* editor Linda Kelsey, Midland Bank business sector marketing manager Neil Harle, Institute of Business Counsellors chairman Martin Brookes and Women's Enterprise Forum president Valerie Moore.



On trial in Essen

■ BUS

Essen trial success

BADGERLINE Group subsidiary Yorkshire Rider has carried out successful trials of its guided Scania N113 on the busways of Essen, Germany, as a prelude to the opening launch of the Scott Hall Road guideway in Leeds.

The single-decker was taken to Germany for a week's proving trials by development manager Bob Tebb, where local operator EVAG provided full facilities for the Rider bus to operate at normal service speeds on parts of the city's guided network.

Essen has Europe's most sophisticated network of guided radial corridors, cov-

ering 7.3 km, one kilometre of which is used jointly with a tramway and mostly in a tunnel.

The Rider team undertaking the trials included engineering, training and driver representatives, so as much experience as possible could be gained during the visit.

Dr Tebb said the Scania performed excellently, giving a high-quality ride, although passengers were not carried because the entrance door was on the wrong side: "We proved that months of trials on our own test track could be translated into reality on a genuine urban radial route."

■ BUS

First hybrids enter service

BRITAIN'S first hybrid electric buses have gone into service with Transit Holdings on a town centre route in Torquay.

Two Iveco Ford Daily Hybrid buses using a small petrol engine to generate power to drive an electric traction motor (*Coach and Bus Week*, 14 November 1992) feature Mellor Coachcraft bodies on a 3.6-metre wheel-

base chassis.

For pulling away and hill climbing, the electric power generated is supplemented by batteries, which are replenished by surplus power from the generator and by regenerative braking. Gross weight is 5,600 kg, and the vehicle seats 13 with six standees.

With a one-litre constant-speed encapsulated

petrol engine exhausting through a three-way catalytic converter, the hybrid bus has a very low environmental impact compared to conventional vehicles.

However, it can be made even less obtrusive by shutting the petrol engine down and running on battery power alone for a limited time on particularly sensitive portions of the route. **CBW**



Very low environmental impact

Deals and discounts

■ **ENGLISH** Heritage is offering group discounts to its range of forthcoming events. These include a re-enactment of the 1644 capture of Warkworth Castle in Northumberland, a chance to meet 'Henry VIII' at Dover Castle and the Berwick Tattoo in September. In October Framlingham Castle in Suffolk will be having medieval entertainment in October and a display of military vehicles at Hampshire's Fort Brockhurst takes place in the same month.

Details from English Heritage Customer Service Line on 071 973 3396.

■ **GROUP** discounts have been released for the Olympia International Show Jumping Championships. Up to £10 per person can be saved for groups of 20 or more for the show, which takes place on 15 and 16 December. The show, sponsored by P&O European Ferries and Volvo, features the Metropolitan Mounted Police, dog agility stakes and the Shetland Pony Grand National.

Details from Jane Taylor, Olympia group bookings on 071 370 8399.

■ **DISCOUNTS** are being offered for coach parties for Gala at the Proms on 27 August at Combeville Priory, Flimwell, and Proms in the Park in Bedford Park on September 10.

Details from The Full Effect on 0234 269099.

■ ON TOUR EUROPE

Terminal cuts journey time

By Ian Young

The ramp is supported on a floating bridge and water is pumped into ballast

THE launch of the revamped ferry terminal in Dieppe is set to reduce journey time from Newhaven by 25 minutes. A new flexible hydraulic ramp to cut disembarking time by a third is being watched by other ports wanting to compete on time with Eurotunnel.

The new system allows greater flexibility to accommodate diverse vessels, different tidal ranges, four-lane loading and the ability to accommodate a new generation of double-deck superferries.

Created by Hertfordshire-based engineers Kashec, the project was redesigned to cater for coaches with low chassis and long-back overhangs.



Stena Parisien leaves the revamped Dieppe terminal

tank pumps to adjust the height. Three sets of hydraulics allow the table and ramps to be easily adjusted.

The revamped port also

features new terminal buildings including drivers' rest room and kitchen.

The project was developed jointly by Dieppe Chamber of Commerce, Normandy regional authorities and Stena Sealink, who took over the route two years ago.

The company is looking at the crossing as a possibility for its second HSS service after its launch on the Irish Sea next year (Coach and Bus Week, 9 July).

The HSS would drastically cut the current three-and-a-half-hour journey time and plans to improve road links to Newhaven are set to raise the route's profile.

■ ON TOUR UK

Tourism spend down 10 per cent

BRITAIN is losing out on jobs and revenue as its market share of tourism falls, according to the English Tourist Board's just published annual report.

The report reveals that only 45 per cent of all tourism spend, which totals over £27.5 billion, by UK residents was spent in the UK last year. That is down from 55 per cent in 1983.

During the same ten-year period, tourist nights spent in England fell from nearly 339 million to just over 288 million and the amount of staying trips fell from 88.5 million to 73 million.

Speaking at the launch of the re-

port, ETB chairman Adele Biss said: "Since 1983, when spending on outgoing tourism was roughly equivalent to what the rest of the world spent with us, we have declined to a deficit on the balance of payments tourism account of £3.1 billion.

"This is a far faster and deeper decline than other European countries. Even our highly successful inbound tourism business has lost share of the ever-increasing international market."

During this period of decline, the Government progressively cut its funding to ETB from £15.5 million in 1992/93

to just £10 million in 1995/96. Consequently staffing has been cut from 130 in 1992/93 to 60.

Ms Biss called for a reduction in VAT rates on hotel accommodation and restaurants to the levels - as low as six per cent - found in some European countries. She also called for more support for the ETB's crown accommodation classification and grading scheme.

■ Copies of the annual report are available, price £10, from Dept D, English Tourist Board, Thames Tower, Black's Road, London W6 9EL.

CBW

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WEATHER

City	Average temperature last week	City	Average temperature last week
Paris	28C / 82F	Oslo	26C / 79F
Rome	28C / 82F	Stockholm	28C / 82F
Brussels	27C / 81F	Dublin	18C / 64F
Berlin	32C / 91F	Athens	31C / 88F
Lisbon	24C / 75F	Vienna	30C / 86F
Madrid	32C / 91F	Zurich	29C / 84F

DIESEL PRICES

Country	Diesel price per litre in Sterling £	Country	Diesel price per litre in Sterling £
France	0.46	Norway	0.62
Italy	0.52	Sweden	0.58
Belgium	0.51	Eire	0.53
Germany	0.48	Greece	0.38
Portugal	0.42	Austria	0.46
Spain	0.42	Switzerland	0.61

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
France	7.98 FF / £	Norway	10.27 Nkr / £
Italy	2390 Lire / £	Sweden	11.76 SKr / £
Belgium	48.00 BFr / £	Eire	0.99 Punt / £
Germany	2.35 DM / £	Greece	355 Drach / £
Portugal	240 Es / £	Austria	16.40 Sch / £
Spain	192.50 Pta / £	Switzerland	1.98 SFr / £

COACH AND BUS WEEK GOES ON TOUR — SEE PAGES 21-24

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lockers, MOT 27/02/95

1989 (F) MERCEDES V8 CHARISMA,
49 seats, centre sunken toilet, continental door, boiler,
doubleglazing, webasto, drivers door, sutrak air
conditioning, MoT April 95.

**1989 (F) NEOPLAN CITYLINER MERCEDES V10
355 HP ENGINE,** 6 speed ZF gearbox, Voith retarder,
o/s centre sunken toilet, o/s centre continental door, o/s
centre walk-in kitchen, drinks etc, double glazing,
webasto, courier seat, MoT April 96.

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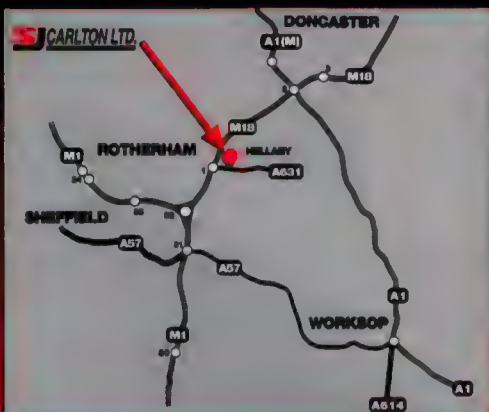
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Belts get a beating across the Atlantic

AS the seat restraint debate continues, and is particularly focusing on vehicles carrying children, it might be useful to note what happens in America - a country which pays a lot of attention to the safe transport of its young citizens.

Firstly, there is no current Federal legislation requiring either seatbelts or anchorage points on standard school buses, and they are not being fitted to the current Blue Bird school bus production.

The move has been to 'compartmentalisation', with fairly high-backed and energy absorbent seats and a padded crash barrier/modesty panel protecting exposed seats. There is, however, a lap belt requirement in small van conversion type vehicles when used as school buses, but these are very few

in number.

Some State legislation (notably New York and New Jersey) has permitted the fitment and voluntary use of lap belts - but I am advised that their fitment has, in most States, been discontinued.

I have not been able to determine with certainty whether this cessation of lap belt use was as a

result of professional negligence claims arising from injuries actually resulting from wearing a lap belt.

There is strong anecdotal evidence that this is so and, in a country where litigation of this nature is so frequently pursued, this seems quite likely - but more than one source of information says the use of lap belts was

abandoned as children used the belts as weapons, either in-situ, or by severing them to make coshes!

This is borne out by research which showed a high level of vandalism and a high replacement cost. Perhaps more significantly, a study by the US Transportation Research Board into the effectiveness of various school bus safety measures did not find seatbelts cost effective.



No belts in Blue Bird school buses

Buy yourself a map, bud

BLANK looks have come over the faces of several coach operator colleagues when I asked whether they have seen the new Ordnance Survey series of county street atlases.

Invaluable to operators and drivers alike, they are just what the name implies: a complete atlas showing every road in a county by name and, where appropriate, number.

Even in my own county, some of the road names were unknown to me for, when I say "every", I mean "every". These atlases do not just cover principal towns - each village street is shown and named and the names of farms and other isolate properties is given. In rural areas most of those landmarks to the lost, public houses, are also shown by name.

Because they cover every inch of the county the scale of most of the series is a constant 3½ inches to the mile (2½ inches to the mile for pocket editions).

This means there is no confusing overlap and staggering between some pages - the pages just follow on page by page straight across and straight up and down.

It does, however, result in the densest parts of built-up areas being a little compressed. Presumably for that reason it does not give those useful property number indicators often found on large-scale town street maps.

Sadly for coach operators and drivers, although coach and bus stations are shown, coach parks are not but, if the address is known, the location can, of course, be discovered.

The other feature I particularly liked is the street index A to Z for the entire county - not confusingly by settlement (as is so often the case with composite street maps).

These atlases are printed in black and white and, subject to complying with the law on copyright, give good clear reproductions which would be acceptable,

for example, for local bus registration purposes.

Ordnance Survey does intend this series of atlases to eventually span all of England, Scotland and Wales. They have started with the southern counties of England and are working northwards.

At present coverage only extends to the Midlands. The prices range from £12.99 for a hardback through £8.99 for softbacks down to only £3.99 for a pocket version. The savings in being able to go directly to unknown destinations, perhaps in distant areas, makes good economic sense in any case.

But, to me, the real worth lies in the sales value of enhanced professionalism. To be able to tell a coach hirer you know exactly how to get to an address of which he himself may have, at best, a hazy idea about location, is a block-buster. These atlases are available from OS stockists and inquiries can be directed to Ordnance Survey, Romsey Road, Southampton SO9 4DH.

Time to end gravy train

READERS alert to legislation may, like Don Webster of the Metropolitan Police Traffic Legislation Desk, believe that, as passengers cannot legally be carried in a trailer for hire and reward, it follows they cannot be carried by a tractor towing trailers disguised as a 'Road Train' (*Coach and Bus Week*, 9 July).

Don kindly sent a copy of Regulation 90 of the Construction and Use Regulations 1986 to me to support this contention - a contention which is, in every other application, quite correct.

But the ever-developing menace of these unfairly competing Road Trains is made possible by the very fact they do not have to conform with the Construction & Use Regulations! As I mentioned in my previous comments about these sneaky snaky bits of skull-duggery, their use is authorised, technically by the Secretary of State, under Section 44 of the Road Traffic Act 1988.

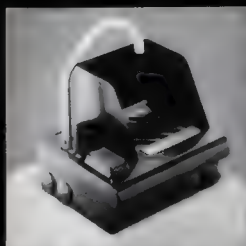
The whole point of Section 44 special vehicle orders is that they permit the use of special, unconventional or new types of vehicle which may well not conform with existing legislation.

While we may have to accept that a tractor towing passenger-carrying trailers is something new, different and special - if only because it is otherwise prohibited - I believe the intention behind Section 44 is to aid the development, trial and evaluation of novel transport concepts.

Its purpose can surely not be to provide a near permanent licensing system for a growing number of odd-ball vehicles. Sufficient Section 44 authorisations for Road Trains have been given to facilitate evaluation of their ability to operate safely, and for the practicalities of their peculiar operation to have been sufficiently researched. The very numbers of them about make them no longer novel, different, or special.

Is it not, therefore, time for the new Secretary of State to decline to issue any more Section 44 orders for this odd species of transport? Their operators would then be faced with the choice of conforming to existing regulations or benefiting from the experience of Section 44 operation to lobby for new and different legislation to permit their use

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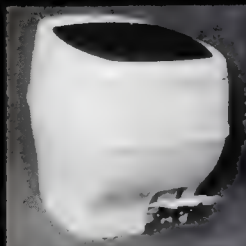
FRIDGES



FILTERS



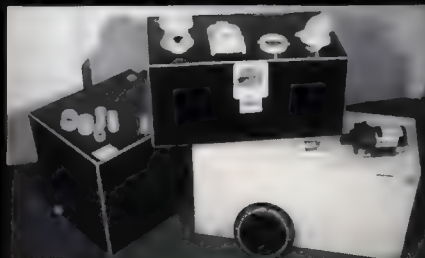
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Magical Mystery Tour back — courtesy of Panorama

THE Beatles Magical Mystery Tour will ride again. Apart from the Fab Four, as bus spotters everywhere will remember the other star of the film was a Bedford VAL-chassied Plaxton Panorama.

The original vehicle departed for the USA some years ago, but

the owners of the famous Cavern Club in Liverpool's Matthew Street now operate double-decker tours of other locations with Beatles connections such as Penny Lane and Strawberry Fields and wished to offer their customers a more appropriate type of vehicle.

Martin Perry of Wacton Coach Sales was given the task of providing a suitable vehicle.

"Finding a VAL Panorama was my first problem. I managed to find a 1966 example, supplied new to Manchester Corporation, with an enthusiast group in Telford. Buying the coach was not too difficult - the preparation for full PSV testing after many years out of service was another matter!"

Although quite good mechanically, the Leyland-engined VAL had a partly rotted body frame. Brian Williams at Car Coach & Commercial Services of Hereford reframed and repanelled the sides and refloored the boot.

After passing its PSV test, the coach returned to Car Coach & Commercial for spraying with the authentic Magical Mystery Tour livery.

Martin Perry is now looking for another VAL as the Cavern Club needs a second vehicle for use on the tour.



The 1966 VAL Panorama in authentic MMT livery

A peace of paper

THE end of the Hull bus war has been marked by the usual memorandum of agreement being submitted to the Office of Fair Trading covering the proposal with a caveat that both parties are free to void the agreement and resume hostilities should they think such actions are justified.

Signatories to the agreement are East Yorkshire's Robin Knight and Kingston upon Hull's Steven Warnock-Smith and, lest the OFT thinks the two each have a doppelganger, they are the same Knight and Warnock-Smith who signed a similar truce in Stockton a few years back.

At the time Mr Knight represented Teesside Motor Services and Mr Warnock-Smith Cleveland Transit.

Perhaps, in view of their successful record so far, they should be seconded to the former Yugoslavia to settle the age-old Balkans conflict once and for all.

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● LETTER OF THE WEEK

We should welcome checks

From Alan Howes

SIR

Your editorial (*Coach and Bus Week*, 16 July) was right on the ball in pointing out that "Seatbelts are really just the tip of a very significant problem", although I was less in agreement with your almost dismissive comments on "Operation Tourist" on the M5 ("Most of these [defects] can be discounted as trivial").

As a public transport consultant my main professional concern is to identify ways of cutting down car usage in favour of public transport - and for most people the bus is the most immediately available form of public transport.

However, the proportion of existing car users who view the bus as a viable alternative is very low indeed - there is a very real credibility problem, which current concerns over safety will only exacerbate. The general public does not appreciate the fine distinctions which we in the industry observe between buses and coaches, different types of operation, sizes of vehicle and standards of operation.

Members of the public may see streams of modern well-maintained (and hopefully well-driven) coaches on the motorway, or fleets of smart buses in their city centre, but if their child travels to school in a scruffy old coach belching out black smoke, or they see in their local centre a "converted bread van" minibus with a hand-scrawled destination display, both possibly in the charge of an

un-uniformed driver with a cigarette in his mouth, they will tend to judge the whole of the industry by this standard. Bad news, unfortunately, drives out good.

The industry is suffering from four factors working in conjunction:

- 1) The competitive pressures following deregulation
- 2) The economic recession, which has produced a seemingly inexhaustible supply of operators willing to work for very low margins, and staff willing to work for peanuts - often supported by social security,
- 3) Continuing downward pressure on the budgets of local authorities, who are the customers for both supported and school services, and
- 4) The low barriers to entry to the industry.

All this creates a powerful pressure to cut costs which, in the case of too many operators, means cutting standards.

Certainly, there are areas where the situation is brighter, usually because of a large operator achieving market dominance and, even where this is not the case, there are some very worthwhile initiatives like Trent's Rainbow Routes.

However, while the national image of the bus and coach is so poor, operators such as these will continue to swim against the tide. On current trends it seems quite possible that good operators will eventually succeed in driving out the bad on commercial bus operation, but there is little chance of

that happening in other sectors of the industry. The short-term financial interests of too many operators are too inconsistent with the long-term health of the industry as a whole.

So how do we reach the promised land, where local authorities realise that steel rails aren't an essential prerequisite to a transport system, car drivers make rational choices about the bus alternative, parents have confidence in the safety of the coaches that transport their children, and the media think that coaches and buses are the best news since victory in the Falklands?

With the BCC moving up-market (?) to embrace LRT and become the CPT it may well be seen as even less relevant by the lower echelons of the industry and, on past form, there is no hope at all of any sensible action on the part of government, which sees market forces as the answer to everything.

In fact, the Avon and Somerset police, and their colleagues throughout the country, may be our best hope. Can the industry (and *Coach and Bus Week*) be brave enough not to sweep such exercises under the carpet, but to openly welcome them and encourage their repetition elsewhere? Reputable operators should have nothing to lose!

Alan P Howes
Alan Howes Associates
Consultants in Transportation
Dunblane
Perthshire



Write to: The Editor,
Coach and Bus Week,
EMAP Response
Publishing Ltd,
Wentworth House,
Wentworth Street,
Peterborough, PE11DS,
or by fax: 0733 62656

The editor is always pleased to receive letters for publication in *Coach and Bus Week* and will, if requested, publish these anonymously. But please attach your name and address for our information.



Not required

From Philip Hodgkinson

SIR

On 29 June I had a coach checked by the Vehicle Inspectorate on Chichester Coach Park and nothing was found defective. But from this and further inquiries via London then Swansea I have discovered emergency door warning devices are only required on stage carriage OMO vehicles and not on contract, private hire, excursion or touring vehicles. I wonder how many defects in the recent mass check on coaches were for faulty warning devices as intimated by the media.

Philip Hodgkinson
Amber Valley Coachways
Langley Mill
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GUIDE 1995

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Routemasters re-engined

From Andrew Morgan

SIR

I refer to your article *Pollution Increased By Buses* (*Coach and Bus Week*, 9 July) and the blame being directed by Roger King of the Society of Motor Manufacturers and Traders at the older vehicles currently operated by London Buses, namely the Routemaster.

I feel it is worth remembering that the vast majority of the LBL Routemaster fleet has been re-engined with new engines and hence your article should be

criticising either the maintenance of these vehicles or the particular engines now fitted rather than the favourite topic of old age.

After all, this year is the 40th anniversary of the Routemaster bus - why not join us to celebrate its achievements and stop criticising this very successful design?

Andrew Morgan
Secretary
Routemaster Operators and
Owners Association
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COACH AND BUS

ON TOUR

■ TALKBACK

IHAVE just received the renewal notice for insurance on my coach fleet. The premium has gone up from £2,964.60 to £5,648 for third party, fire and theft - an increase of 91 per cent! I could begin to understand this if I had suffered a lot of claims in the last year, or insurance costs were rising anyway, but my last year was claim free and my car insurance has actually gone down slightly.

My insurance company has been very polite but has assured me there is no mistake and this is the premium I will have to pay.

If this sort of increase is being applied to coach operators across the board I can see it causing all kinds of trouble. Many operators have vehicles on schools and council contracts where a price is agreed on year one and then increased in line with the Retail Price Index over the next three or four years. With general inflation so low, there's no way an RPI-linked increase can possibly keep up with rocketing insurance costs.

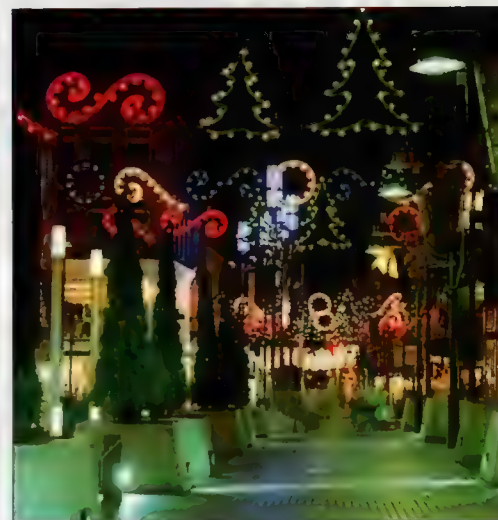
My worry is this. What if an operator, tied in to contracts like this and faced with the choice of going out of business or running uninsured decides to take the risk and then has a major accident? The backlash from the public, the media and the enforcement authorities would make life very hard for the rest of us.

I only have four vehicles, all second-hand and, with just my son and myself driving, only two are on the road at a time, so it's not as though we represent a huge risk. At the moment I'm shopping around for a better quote but, if I can't get a more sensible price, I'm seriously thinking about re-registering my vehicles abroad where insurance is much cheaper while continuing to operate in the UK.

By Mike Smallbone

● Mike Smallbone is a partner in Trans-European Coaches Ltd.

■ THIS WEEK



ON TOUR AND ILLUMINATIONS

21

Ian Young throws some light on where your passengers can see some of the brightest displays in the country



ON TOUR WITH MARKSMAN

22

Your guide to planning a tour of Leeds, a city with great tourism potential and soon to host the Coach Industry Awards

■ NEXT WEEK

On Tour's regular coach tourism feature visits East Anglia, which surveys show, benefited from the third largest spend by UK tourists last year.

● For Talkback, just post or fax around 300 words to: Mike Morgan, Editor, *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS. Tel: 0733 63100. Fax: 0733 62656.

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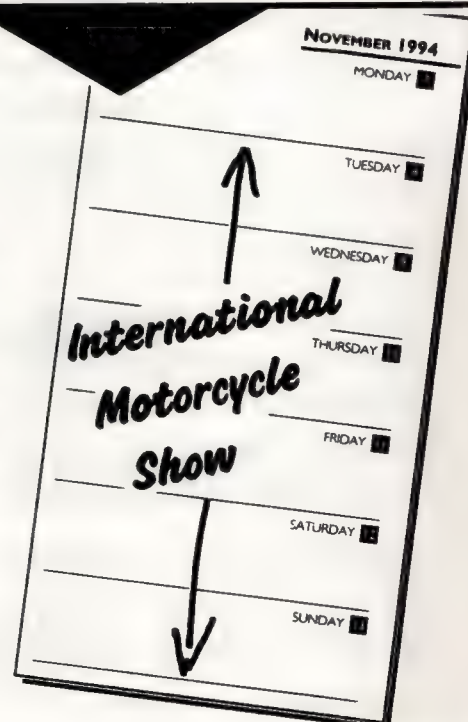
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Let there be lights

**Illuminations attract tourists, as Blackpool can testify.
Ian Young finds other venues turning on the lights to enhance their image**

THE illuminations season provides a welcome bonus for British resorts, fighting for trade against sunnier climes. More visitors are discovering that brightly-lit exhibitions, streets and seafronts, like trams, are not confined to Blackpool.

Smaller and major resorts, many with new retail outlets and shopping centres, are using illuminations to bring in trade.

Organising Autumn trips can avoid the parking hassles associated with peak holiday season and mild winters make return journeys less prone to the elements.

Skegness has already switched on and will be continuing its displays until November.

They will be featuring an illumination of popular children's favourite Mr Blobby, much to the delight of the Lincolnshire town's toyshops.

A coach park is situated nearby and elderly and disabled can be dropped off along the glowing promenade.

Neighbouring Cleethorpes and Mablethorpe are also expanding illuminations this year.

Morecambe lights up at the beginning of August and will also be having a Noel Edmonds connection with the opening of the Crinckley Bottom Theme Park, based on his television show Noel's House Party.

Bournemouth

has employed lasers to help its display in August and September. The last day will feature a laser dance show specially choreographed to classical music.

If hi-tech displays are not to your customers' taste the town is currently hosting the Festival of Lights, a more traditional illumination using flowers and candles.

In the centenary year of Blackpool's tower, the famous structure has helped ensure the

town's illuminations will be a success.

Three new roadway sections have been added to the usual routes and big-name sponsors have been recruited to finance new light board designs.

A giant weight lifter is there courtesy of Pepsi, Ronald MacDonald will be joining the traditional lights and characters, and Harry Ramsden's illumination Fishy Flirtations features two giant whales.

Other new picture features

such as CatNap Capers in which giant cats do sporting activities, and Insect World, are also helping to bring trippers to the illumination season, which begins on 2 September and continues until 6 November.

Blackpool's most famous illumination rival, Oxford Street, is featuring a Disney-style parade with lighted floats on 27 November.

The parade will drive from Hyde Park through Regent Street, before dropping off Father Christmas at Selfridges.

Another major illuminated religious festival is Leicester's Diwali - the Hindu Festival of Light - which is enjoying increasing popularity among the wider population.

Carnival illuminations have long played a part in Indian festivals and Leicester's Diwali, from 16 October to 7 November, is the largest of its kind outside the sub continent.

One of the largest displays of illuminated floats outside Rio de Janeiro is the Somerset-based Bridgwater Carnival where over 120 floats are expected to attract 130,000 people.

The choice of excursions to illuminations and firework displays not confined to Guy Fawkes night has never been greater.

Theme parks such as Drayton Manor and Alton Towers have their own special displays as well as parks and stately homes around the country which will be putting or hiring out their grounds to a variety of displays.



Lights, lasers, beams and bulbs all add to the atmosphere

On 3 December the first Coach Industry Awards is scheduled to take place in Leeds. Marksman explains why there is every reason to take the city seriously



COACH AND BUS WEEK

COACH INDUSTRY AWARDS

1994

IN ASSOCIATION WITH
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LEEDS is now all set to emulate the success of her sister city of Bradford. When Bradford launched itself as a tourist attraction many coach operators thought it wildly amusing, but cynicism was replaced by enthusiasm once it was realised Bradford did indeed have

the ability to make our cash tills ring.

So I have created a multi-attraction tour of Leeds and its environs to give passengers a mixture of old favourites and new experiences.

If the constraints of meal breaks and time to arrive at pre-booked attractions make it possible, a good place to start is from the **Time Ball** building in **Brigade**.

Before the days of wireless and the broadcast chimes of Big Ben, local time was taken from the church clock and could well be 10 minutes or more adrift from GMT.

Consequently coach timetables frequently stated they ran to "London Times". So when John Dyson opened his clock shop here in 1865 and linked the time ball to Greenwich by landline to ensure that the ball dropped exactly on the stroke of noon, this was a significant local landmark.

Farmers doing business in the nearby **Corn Exchange** would re-set their watches and take this accurate time back to their villages and adjust



Entertainment Culture: West Yorks

Attractions united i

the church clock as necessary.

The light and airy **Corn Exchange** building now houses specialist shops under its great domed roof - in which hangs a replica of the Wright Brothers' plane in which the first manned flight was made less than a century ago, in 1903.

Within easy walking distance is the large, covered, **Kirkgate Market**. It was outside here that Michael Marks set up his Penny Bazaar in 1884 which, only six years later, resulted in the partnership of Marks and Spencer.

Leeds is a city of notable firsts. About two miles from the city centre off the road to **Kirkstall** (A65) is **Armley Mills**. Said to have once been the largest woollen mill in the world, it is now a museum of the industry in Leeds. It does not open on Mondays.

The first motion picture in the world was taken by Louis Le Prince in 1888 and showed traffic

on **Leeds Bridge**. A copy of this can be seen here, together with the world's first diesel-powered railway locomotive, and the first set of traffic lights in Leeds.

A wide range of exhibits, from an early **Burton Tailor** shop interior through textiles and costume to a working water wheel, makes 90 minutes the sort of time to al-



Ideal multi-attraction tour



Stately homes are



Leeds Playhouse put Leeds on the map

For all are in Leeds

low for passengers to visit Armley Mills.

Continuing onwards towards Kirkstall on the A65, note the many rows of back-to-back houses on the north side of the road. The **Cistercian Abbey** at Kirkstall (admission free) shares a coach park (also free) with **Abbey House Museum**.



on the door step

In contrast to Armley Mills, this is compact and can be viewed in 30-45 minutes. Yet it houses an excellent street scene museum layout.

An unusual feature is the changing exhibition called The People's Show - collections of ordinary things collected by ordinary people (to which other ordinary people can relate) eg carrier bags, milk bottles, phone cards and bread forks. It is a friendly little museum much enjoyed by passengers.

Continuing on the A65, look out on the left-hand side of the road for an obelisk recording the point which is 200 miles to both London and Edinburgh. One can only imagine that this was really an advertisement for its manufacturer (whose name is cast into it), allied to the belief that Leeds was the centre of the universe.

By no stretch of the imagination was it a milestone - for it is improbable in the extreme that

anyone travelling between the English and Scottish capital cities ever passed this way!

For a diversion taking about 15 minutes in total, but to see something quite unexpected, turn northwards off the A65 on to the A6120, left at the traffic lights on to Fink Hill and left again at the end of Horsforth Hall Park on to Hall Road and park on the road near the sign for the Chinese Restaurant in the park (there is not coach space in the car park there).

Behind the wall that abuts the road - the entrance is only about 100 yards walk into the park - is a Japanese garden, with carp ponds, bamboo plants and pagodas. Continuing down Hall Road returns you to the A65.

The opening of **Harry Ramsden's** establishments elsewhere in the country may well have increased passenger interest in eating at the original location just up the road at Yeadon. The hut in which the business started in 1929 is still on site, but the present day surroundings (commenced in the 1930s) are sumptuous, the service friendly, and the throughput fast!

Another short diversion from the circular tour is to go southwards on A6038 from Yeadon to Escholt, the **Emmerdale Farm** village, with its **Woolpack Inn**. Coaches can only approach it down Station Road (opposite Hollings Hill Hotel on A6038) and can only go as far as the car and coach park (£2). The village is only a short walk away. Return to Yeadon.

Continue on A65 and then A6038 (northwards) into Otley (Otton in Emmerdale Farm). Its narrow streets follow the layout of medieval town planners and there are

many old buildings. Turning left on to B6451 you face one: now the **'Manor House China'** shop. This was the home of Thomas Chippendale, his statue stands outside.

What, you might ask is the connection between this famous cabinet maker and MacDonalds? Answer - they are both franchise operations where the founder designed and created the original products and then authorised others to sell replicas.

Continue on this road over the River Wharfe noting the cattle market featured in Emmerdale on the left, but taking the first right turn, Farnley Lane. This is the B6451, though not signposted as such. Farnley Estate also features in the TV series.

In Farnley where the B6451 takes a left turn continue straight on to an unclassified road signposted 'Pool', continue on to its junction with B6161 and turn left.

Emmerdale Farm itself can be seen on the left immediately past the left turn signposted 'Lindley'. This road has a 7ft 6in width limit and is, in any case, impossible to navigate by coach.



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ON TOUR WITH THE MARKSMAN

Turn round (by a series of right turns, or otherwise) to go back down B6161 through Leathley to A658. Go southwards towards Bradford, but then take A660 towards Leeds.

As Bramhope Church comes into sight ahead, pause just before the entrance to the Forte Crest to look at a quaint Puritan Chapel on the left. Built during the time of Oliver Cromwell (in 1649) it is only open on Saturdays and Sundays, but is worth a stop to look at its box pews facing toward a central pulpit.

Not very much further up the road is a left turn called Hall Rise. Just beyond that on the left there is a huge round stonebuilt structure, carrying the board of a Scout Group, but standing in the garden of the adjacent house (which it almost dwarfs).

Most passengers will be hard pressed to suggest what it is, although railway buffs will recognise it as a ventilation shaft from an underground railway tunnel.

Continue on A660 back into Leeds city centre, passing the university buildings on the right.

There are many new attractions coming on stream in Leeds, like the **Thackray Medical Museum** next to St James' Hospital (Jimmy's of TV) and the Royal Armouries Museum due for 1996 - as well as many up and running but not featured in this tour. Leeds City Council Tourism Department (0532 478304) can supply details.

Only recently opened but proving highly popular, and the finish to this particular tour, is **Tetley's Wharf** - replete with Shire horses and all the other brewery paraphernalia - the novelty here is the experience (the only word for

it as the settings are enlivened with actors and much audience participation) of the Pub Through The Ages.

Tetley's Wharf is sited just across the River Aire from Leeds city centre, has catering on site, access to river trips, and a footbridge



Shops within walking distance

across the River, so passengers can connect with the point where this tour started, or view some of the many other attractions of the city, if there is any time to spare.

Unquestionably Leeds is going to be established as a major tourism area. And don't forget it is

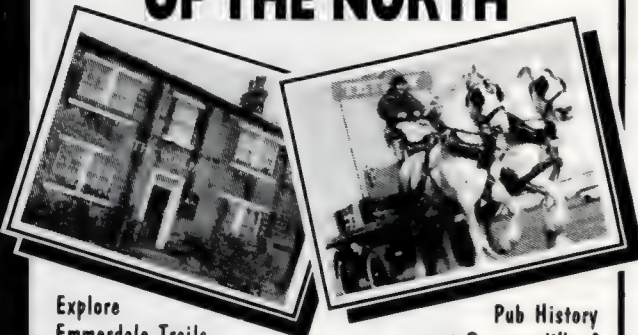
soon to host the *Coach and Bus Week/Coach Tourism Council Coach Industry Awards* celebrations.

This prestigious event is scheduled for the first weekend of December — Friday December 2 to Sunday December 4. For those who want more than the Saturday evening's Gala dinner, there is a whole weekend of entertainment on offer and the opportunity to extend your stay through a package than can include one or two nights accommodation.

It is perhaps worth mentioning, for the benefit of operators who want to take passengers to other attractions in the city — like exploring the re-incarnation of the Waterfront and Granary Wharf, or the extravagant Victorian glass and marble arcades — that the city council has, most commendably, designated several picking-up and setting-down points for coach passengers and has made provision for actual coach parking at Elland Road (with good facilities for drivers) Monday to Friday and in the Civic Centre at weekends.

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Engine blew up as vehicle was on way to be retested

YOUR WEEKLY REPORT ON LAW AND THE COACH AND BUS OPERATOR



By Michael Jewell

PARKASH Banga's O-licence was suspended by West Midlands traffic commissioner John Mervyn Pugh, while every one of Mr Banga's vehicles had fresh MoT tests.

Unfortunately, when Mr Banga appeared before the commissioner again 11 days later, the commissioner was told that, though five vehicles had successfully gone through the MoT test, the engine of a sixth had blown up while the vehicle was being taken to be tested.

He thought the battery could have become loose due to pot holes and the general condition of Lichfield Street

At the original hearing, Mr Banga, of 4 Vicarage Road, All Saints, Wolverhampton, who trades as Banga Travel, said a prohibition had been imposed for a defective tyre and an insecure battery in March.

When the vehicle had been checked over the previous day by his mechanic, he had thought the tyre was in good condition and the battery was secure. It had not been reported as insecure by any of his drivers.

He thought the battery could have become loose due to pot holes and the general condition of Lichfield Street, Wolverhampton. The bus was running over the pot holes 15 to 20 times a day.

It was just the screws that were loose. The battery was not in a dangerous condition.

He had previously employed his mechanic on a part-time basis, but he took him on full time after that incident. The prohibition had been lifted six days later and the vehicle granted a full MoT certificate.

He agreed the same vehicle had been given a prohibition in May for having the wrong type of fire extinguisher. He said he had arrangements with three commercial garages who, together with his mechanic, carried out inspections on a four-weekly basis. He used whichever garage was available.

Mr Pugh said an examination of the flow chart produced revealed the vehicles were not being inspected every four weeks but Mr Banga said the garages inspected them every four weeks. The other inspections were done by his mechanic.

Mr Pugh said the flow chart was either unintelligible or incor-

rect. Inspections did not flow ahead at four-weekly intervals. Inspection records produced did not show four-weekly intervals.

Mr Banga said there must be some inspection sheets at his home. Others had been taken by the vehicle examiner.

DoT vehicle examiner Richard Dickson said he had taken the inspection sheets up to the date of his visit because they were all jumbled up and he wanted to put them in order.

Questioned by the commissioner, Mr Dickson agreed the records did not show the vehicles were inspected every four weeks. He said Mr Banga did not have a flow chart at the time of his visit and there were no records for some vehicles.

There was just the odd inspection sheet that was filled out correctly.

Dates, mileages and even registration numbers were missing. Some sheets were dated but not signed.

A number of prohibition notices issued indicated a lack of preventative maintenance. The vehicle given a prohibition for the insecure battery and two defective tyres had a variation notice issued for further defects

when it was produced for clearance.

Mr Pugh said he took a poor view of that as it showed a total lack of care.

Mr Banga said he had tried his best. He had spent more money on maintenance than on anything else. The records had got messed up due to problems at home.

Mr Dickson said that, because of the number of defects found when the vehicle was produced for clearance, he carried out an unannounced maintenance investigation.

Though prohibitions were issued, the condition of the buses

Mr Banga said he had tried his best. He had spent more money on maintenance than on anything else

did not reflect the situation found in regard to the vehicle in March. Mr Banga had said he had employed a new mechanic and he had found a new operating centre at Hickman Road. The facilities were better but there was still no inspection pit. Mr Banga had said he proposed installing a pit.

The biggest problem was one vehicle, where he felt the defects were serious, said Mr Dickson. The defects on the other vehicles were of the type that could be

DoT drops appeal over Wray's ruling

THE Department of Transport Vehicle Inspectorate has dropped its appeal against a ruling by Harrogate Magistrates that three drivers employed by A Wray & Son Ltd had no case to answer in relation to allegations they had failed to keep tachograph records in accordance with the regulations (Coach and Bus Week, 7 November 1993 and 26 February 1994).

The magistrates had held that the tachograph regulations do not apply until or unless a driver begins to drive, and a 24-hour period begins at the first point that driving within the scope of the regulations begins, which means that the end of the 24-hour period is fixed.

In all, 12 of the company's drivers face similar allegations and Wray's, of 33 Montpellier Parade, Harrogate, are accused of permitting 27 of the alleged offences.



Wray's accused of permitting hours offences

Bid to up licence fails and duration reduced

By Michael Jewell

A BID by Petes Travel Ltd, of Birmingham, to increase the authorisation on its licence from seven to 12 vehicles, has been turned down by West Midlands traffic commissioner John Mervyn Pugh.

In addition, the commissioner has cut the licence duration to expire in three months.

Mr Pugh said the company, of 40 Sandringham Road, Great Barr, Birmingham, had been granted a licence in March 1993. Six vehicles had been inspected and one immediate prohibition issued.

Asked what had gone wrong, director and transport manager Kevin Jones said they had put the recommended maintenance system in place. However, they had a problem with the drivers' nil daily defect reporting system, in that defects were not put right as quickly as they should have been.

YOUR WEEKLY REPORT ON LAW AND THE COACH AND BUS OPERATOR



They contracted their maintenance out and it was difficult to get minor jobs put right. They had retained the commercial garage for the inspections and any major repairs, and had arranged for a mobile engineer to do the minor work who could be called out when necessary.

Questioned about a delayed prohibition that had been endorsed as indicating a significant failure in maintenance, Mr Jones said one of the items was a missing emergency break glass hammer. They now had all the hammers chained to the vehicles.

A loose stanchion had been secured by the driver with rubber because it was rattling. The driver had not realised it was a safety

item.

Mr Jones said he did not believe there had been a significant breakdown in the company's maintenance. He agreed he was also a director and transport manager of Lionspeed Ltd. Mr Pugh said the Traffic Area had not been notified of that.

Mr Jones said a letter had been sent but the commissioner indicated it had not been received by his office.

Mr Pugh said he was not going to increase the company's fleet. The vehicle examiner had said the company was potentially a good operator. They had got to get rid of the word "potentially". Curtailing the licence duration would give the company a chance of showing its maintenance was A1. He would be prepared to consider favourably an increase in authorisation in three months if he was satisfied about maintenance at that time.



Warning

IN renewing the licence held by Gwent minibus operator Bryn-ly Alan Williams, South Wales deputy traffic commissioner Alan Boourlet has given Mr Williams "a very serious warning" about his future maintenance standards.

Mr Williams trades as Big Arch Minibus Hire, of 4 Sunnybank, Viaduct Road, Garndiffaith, Pontypool. He first appeared before the deputy commissioner in April and was told to put his two vehicles through fresh MoT tests.

Mr Williams said one of the vehicles had gone through the test without any problems. There had been a smoke emission problem with the second vehicle, but they had now cured that fault.

Renewing the licence, Mr Boourlet said he was satisfied Mr Williams was not operating in the right kind of way. There had been concern because there had been problems with the steering on the vehicles.

It was his responsibility to try to ensure that vehicles carrying the public were safe at all times. The public expected to get to their destinations without any problems. Mr Williams, as an operator, must ensure the public arrived safely.



...engine blew up as vehicle was on way to retest

found at any time during a check due to wear and tear. The situation definitely seemed to have got better.

In reply to the commissioner, Mr Dickson said batteries on Freight Rover Sherpas were prone to be shaken loose. He agreed that hundreds of buses ran over Lichfield Street every day.

Asked why the defects had occurred when all the vehicles were given fresh MoT tests when acquired, Mr Banga said it was due to wear and tear.

Mr Pugh said wear and tear did not give rise to prohibition notices endorsed neglect or significant maintenance failure.

Mr Banga said he had not been aware the vehicle sent in for clearance would be given a full MoT test, as it was booked in for test the following week. He had just thought the three items would be cleared.

The mechanic checked the buses every night and both he and the mechanic saw the drivers personally and asked them if there were any problems. As far as the defective tyres were concerned, the driver had said they were all right the previous night.

For Mr Banga, Stuart McLachlan said that, though he was not the quickest fellow in the world to get the message, when action was tak-

en against Mr Banga matters were put right.

Mr Banga was a man who took the hint when "belaboured about the head with it". The exercise of coming before the commissioner was another lesson he was unlikely to forget.

Though it was conceded the paperwork was still not satisfactory, the problem over the condition of the buses had been tackled.

Mr Pugh said it was a particularly disappointing case. Mr Banga had attended a new

'Mr Banga was a man who took the hint when "belaboured about the head with it". The exercise of coming before the commissioner was another lesson he was unlikely to forget'

operators' seminar after his licence was granted at a public inquiry.

Unfortunately, Mr Banga's system of maintenance was not one that satisfied him. He had collected prohibitions indicating a significant failure in maintenance, and Mr Banga knew what the result of that would be.

He bore in mind the vehicle examiner had said Mr Banga would be all right if he started afresh.

Mr Banga had come as near as "a cat's whisker" to having his licence revoked and to being banned, Mr Pugh said.

His duty was to the public to see that the buses they travelled on were safe and Mr Banga's had not been safe. The suspension would give Mr Banga the opportunity of starting afresh with vehicles in A1 condition.

Mr Pugh said all Mr Banga's registered routes must finish at midnight but Mr Banga said that was too much punishment for him.

Mr Pugh said it was up to Mr Banga. He had a chance of a fresh start.

He was remarkably lucky his licence had not been revoked and he had not been banned.

Mr Banga asked for time to put his vehicles through fresh MoT tests but Mr Pugh said he could not take that chance.

Neither was he likely to consider a stay should Mr Banga lodge an appeal, as he had to consider the public.

Lifting the suspension at the reconvened hearing, but giving Mr Banga a severe warning, Mr Pugh cut the licence duration to the end of September and directed the renewal be considered at a further public inquiry.



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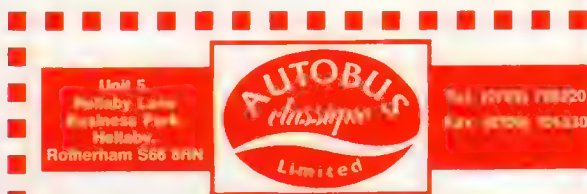
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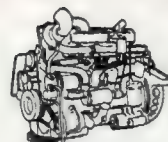
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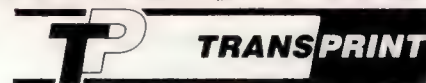
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- 1985 BEDFORD VENTURA VANHOOL ALIZEE, 51 seat executive.
- 1985 VOLVO B10M PLAXTON PARAMOUNT 4000, 67 seat tri-axle executive, WC, drinks machine, monitors.
- 1985 LEYLAND TIGER PLAXTON PARAMOUNT 3500, 49 seat executive, servery, drinks machine, WC, fridge, etc.
- 1985 MCW METROLINER, 71 seat executive, WC, servery.
- 1984 'A' LEYLAND ROYAL TIGER DOYEN, 51 seat executive.
- 2 x 1983 VOLVO B10M JONCKHEERE P90, 59 seat twin deck executives, WC, servery, drinks machine.
- 1983 LEYLAND TIGER PLAXTON PARAMOUNT 3500, 48 seat executive, WC, servery, drinks machine, fridge.
- 1983 LEYLAND LEOPARD DUPLÉ DOMINANT, 53 seat coach.
- 1978 DAF MB200 PLAXTON SUPREME, 57 seat coach.
- 1980 BEDFORD DUPLÉ DOMINANT, 45 seat coach.
- 1980 LEYLAND LEOPARD, 49 seat coach.

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- 3 x 1989 'F' MERCEDES 308D COACHCRAFT, 16 seat minicoaches. Tinted glass, seat belts, carpets, etc.
- 1988 'E' MERCEDES 609, 25 seat minicoach, tinted glass.
- 1986 'D' MERCEDES 307D DEVON, 12 seat high roof minibus.
- 1986 'C' MERCEDES 307D, 12 seat PSV minibus.
- 1986 'C' IVECO 79.14 CAETANO, 19 seat minicoach.
- 2 x 1985 'C' FORD TRANSIT 130, 18 seat diesel PSV minibuses.

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- 1989 'G' CVE OMNI, 22 seat servicebus.
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- 2 x 1986 'D' FREIGHT ROVER DORMOBILE, 16/20 seat mini servicebus.
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- 1975 DAIMLER FLEETLINE NORTHERN COUNTIES, 75 seat servicebus.
- 1975 'P' LEYLAND PLAXTON ELITE, 53 seat servicebus.
- 3 x 1975 LEYLAND ATLANTIAN, 72 seat double deck servicebuses
- 4 x 1974/75 DAIMLER FLEETLINE, 75 seat D/D servicebus.

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MANY FURTHER ENTRIES EXPECTED AND INVITED

PLEASE NOTE: The above list represents only a small selection of the PROMISED entry and are as such ALL SUBJECT TO ARRIVAL

Further to this advertisement will be an update insight available on Friday 5th August after 6pm from DIAL-A-FAX

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Calls charged at 39p per minute cheap rate and 49p per minute at all other times.

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Retirement will have to wait...

BUS Eireann's chief engineer, **Joe Martin** (below), retired last month but when *Coach and Bus Week* visited Ireland recently he was still very definitely at work.

Mr Martin, 65, has reached statutory retirement age for Irish Government employees. However, the timing of his scheduled departure coincides with the summer holiday season and the appointment of

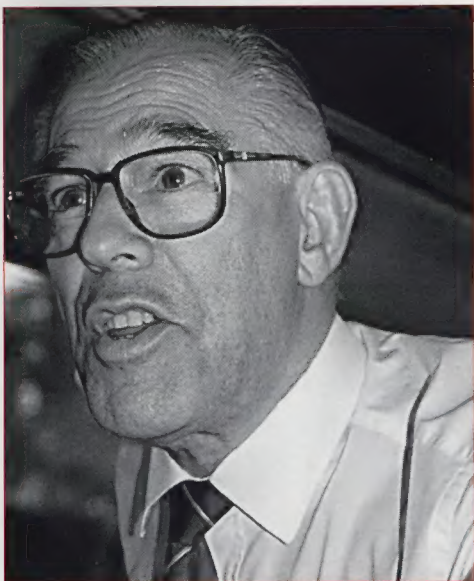
By Mike Morgan

his successor is not expected before September.

After 33 years as hands-on engineer with the Irish company and its predecessor, Mr Martin says the greatest problem keeping vehicles on the road has been sourcing spares. In the past this has been particularly difficult for certain vehicle types and it was one of the major reasons for the purchase of 320 Volvo B57s from Singapore to replace Bedfords in the school bus fleet.

From university Mr Martin first joined Leyland Motors as an engineer. He was closely involved in the British Rail dieselisation programme during the mid 1950s before returning to Dublin and CIE (now Bus Eireann's holding company).

His official retirement was marked by a surprise party for over 200 guests, including former London Transport engineer Colin Curtis.



Poole is traffic manager of DTS' York Pullman

NORMAN Poole has been appointed traffic manager of Durham Travel Services subsidiary York Pullman. He reports to commercial manager **Andy Harris**.

Mr Poole, 40, has joined the company from Rossendale Transport, where he was coaching manager for the last two years. He started his career as a conductor with Burnley and Pendle Transport in

1975, progressing to coach and bus driving positions.

He moved to Rossendale in 1986, initially as a driver, but became coach marketing assistant and moved to the Rochdale depot when the Ellen Smith Travel business was acquired.

In addition to his coaching responsibilities, Mr Poole also looked after operations at the Rochdale depot.

O'Toole general manager

BADGERLINE Group subsidiary Yorkshire Rider has appointed **Ray O'Toole** its new general manager in Huddersfield to succeed David Marsh, who has now left the group.

Mr O'Toole, 38, who was formerly Rider's general manager at Kirkstall Road depot in Leeds, started his transport career in engineering with North Western Road Car at Stockport in 1970.

He moved to Selnece Cheshire (a component part of GM Buses' predecessor) in 1972 when Stockport operations were taken over and continued through a variety of positions, becoming depot engineer at Greater Manchester Transport's Oldham depot in 1984.

His last senior post with GM Buses was as fleet maintenance engineer at Princess Road depot before joining Yorkshire Rider in 1990 as fleet engineer Bradford. He was appointed to Kirkstall Road in November 1992.



New Disney job for Mark Webb

EURO Disneyland has appointed a new conference and incentive sales manager, **Mark Webb** (above), to its sales team in the UK Disney offices.

UK," Mr Webb said.

Euro Disneyland is expected to announce plans for its new Conference and Exhibition Centre in the near future.

Responsible for selling and managing all conference and incentive trips to Euro Disneyland from the UK, Mr Webb will work with group, incentive and conference organisers right across the country.

He was previously group sales manager for the south of England, selling to coach operators and group organisers and running extensive family trip programmes.

"The job will be a very challenging and rewarding one and I am very much looking forward to it. Our hotel complex now has an excellent reputation for value for money as well as innovative and high-quality facilities and we have a lot to offer groups and businesses in the

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